

## Fuel oil non-availability report

|   |                  |   |                            |  |   |
|---|------------------|---|----------------------------|--|---|
| Name of Vessel:   | Silver Navigator | Flag: Majuro  |                            |  | IMO Number: 9613769   |
| (if other relevant registration # enter here) :   |                  |   |                            |  |   |
| Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :  |                  |   |                            |  |   |
| <p>we took the vessel prompt DLOSP ZHOUSHAN. She sailed to load port Bontang to load coal enroute from ZHOUSHAN to BONTANG. We enquired for LSFO availability at Subic Bay, none was available. We also checked at load port Bontang, also not avail. Vessel ETA Barbers Point is approximately 11<sup>th</sup> August 2014 2400 HRS LT AWG/WP/UCE ) ON BSS ETD BONTANG 27 JULY NOON ABT.</p> |                  |   |                            |  |   |
| Port of Origin:   | BONTANG          | Date:   | 24 <sup>th</sup> July 2014 |  |   |
| Port of Destination:  | BARBERS POINT    | First US port of Arrival:   | BARBERS POINT              |  |   |
| Date vessel first received notice that it would be transiting in the N. American ECA:   |                  |   |                            |  | 23 <sup>rd</sup> July 2014  |
| Vessel's location at the time of notice:  |                  | BONTANG   |                            |  |   |
| Date/Time ship operator expects to enter N American ECA:  |                  | ABT (AUGUST 12TH 2014 2400 HRS LT AWG/WP/UCE ) ON BSS ETD BONTANG 28 JULY NOON ABT        |                            |  |   |
| Date/Time ship operator expects to exit N American ECA:   |                  | ABT (AUGUST 20TH 2014 2000hrs ABT AWG/WP/UCE) ON BSS STAY AT THE PORT 7 DAYS DISCHARGING. |                            |  |   |
| Projected days ship's main propulsion engines will be in operation within N American ECA:   |                  |   |                            |  | About 40 hrs (entering / exiting 200NM and time for change over)  |
| Sulfur content of fuel oil in use when entering and operating in the N American ECA:  |                  |   |                            |  | 2,78% Sulphur content of Fuel Oil received at Zhoushan as per BDN |
| Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:   |                  |   |                            |  |   |

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We took the vessel prompt DLOSP ZHOUSHAN with only 43.9mts LSFO onboard, She sailed to load port Bontang to load coal enroute from ZHOUSHAN to BONTANG. We enquired for LSFO availability at Subic Bay, none was available. We also checked at load port Bontang, also not avail. Vessel ETA Barbers Point is approximately 11<sup>th</sup> August 2014 2400 HRS LT AWG/WP/UCE ) ON BSS ETD BONTANG 27 JULY NOON ABT.

We plan to take 150-180mts LSFO at Barbers Point.

[illegible]

| If Applicable  |  |
|--|--|
| Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters): "NONE" |  |

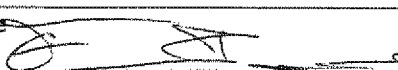
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| Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends: |
|   |

|  |            |   |  |      |      |              |          |
|--|------------|---|--|------|------|--------------|----------|
| Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:   |            |   |  |      |      |              |          |
| We plan to take 150-180mts LSFO at Barbers Point.  |            |   |  |      |      |              |          |
| If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States: |            |   |  |      |      |              |          |
| 2,78% Sulphur content of Fuel Oil received at Zhoushan as per BDN  |            |   |  |      |      |              |          |
| List below U.S. ports visited in the last 12 months:   |            |   | If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: |      |      |              |          |
| Name   | Date       | Did vessel use compliant fuel oil? (yes/no) |  |      |      |              |          |
| a) Kalama  | 16/12/2013 | yes   | Report   | Date | Port | Type of Fuel | Comments |
| b)   |            |   | 1)   |      |      |              |          |
| c)   |            |   | 2)   |      |      |              |          |
| d)   |            |   | 3)   |      |      |              |          |
| e)   |            |   | 4)   |      |      |              |          |

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|   |                          |                        |   |
|---|--------------------------|------------------------|---|
| Ship Master Name:                             | CPT.<br>SPYRAKIS STAVROS | Ship Operator<br>Name: | Oldendorff  |
| Legal Agent in the U.S.:                      |                          | Ship Owner Name:       | Sailing Shipholding Inc. Monrovia,<br>Liberia. C/O managers: Silver Lake<br>Shipping Company S.A. 59 Akti Miaouli<br>Str, Piraeus 185-36, Greece. |
| Name of designated Corporate Official:        |                          |                        |   |
| Address (Street, City, Country, Postal Code): |                          | Tel. Num.:             |   |

|   |                           |                 |
|---|---------------------------|-----------------|
| I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001 |                           |                 |
| Signature    | Print Name Frank Busacker | Date 30.07.2014 |